रूट सं. 581 पर चलने वाली दिल्ली परिवहन निगम की बसों की संख्या में वृद्धि

1193. **श्री अच्छे लाल बाल्मीक** : क्या **परिवहन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि दवेली गांव, नई दिल्ली और केन्द्रीय टर्मिनल के बीच रूट सं. 581 की बसों में भारी भीड़ को देखते हुए दिल्ली परिवहन निगम इस रूट पर बसों की संख्या में वृद्धि करने के लिए सहमत हो गया है,

(ख) इस रूट पर इस समय कितनी बसें चल रही हैं ; और

(ग) यदि उपयुक्त भाग (क) का उत्तर "हां" हो, तो कितनी बसें बढ़ाये जाने का विचार है और इस रूट पर ये अतिरिक्त बसें कब से चलनी शुरू हो जायेंगी ?

जल-भूतल परिवहन विभाग में राज्य मंत्री (श्री राजेश पायलट): (क) से (ग) रूट नं. 581 पर आजकल दो बसें ही चल रही हैं। हाल में दवेली में सर्वेक्षण किया गया और यह पाया गया कि केन्द्रीय सचिवालय के लिए सुबह 8 और 9 बजे चलने वाले बस ट्रिपों में बहुत भीड़ रहती है। शेष समय के दौरान इसकी मौजूदा सेवायें पर्याप्त हैं। इसलिए यह निर्णय किया गया कि 19-5-86 से सुबह 8 और 9 बजे के बीच अतिरिक्त बस-ट्रिपों की व्यवस्था की जाए।

चिराग दिल्ली-मदनगीर रूट पर चलने वाली दिल्ली परिवहन निगम की बसें

1194. **श्री अच्छे लाल बाल्मीक** : क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि दिल्ली परिवहन निगम की दक्षिणपुरी, नई दिल्ली से गुजरने वाली बसों को 1984 से खानपुर डिपो में होते हुए चलाये जाने के बजाय चिराग दिल्ली-मदनगीर बस रूट पर चलाया जा रहा है ;

(ख) यदि हां, तो इन बस रूटों के नम्बर क्या हैं और उन्हें परिवर्तित किये जाने के क्या कारण हैं ; और

(ग) दक्षिणपुरी से होकर जाने वाली बसों को कब तक उनके मूल मार्गों पर चलाये जाने की सम्भावना है ?

जल-भूतल परिवहन विभाग में राज्य मंत्री (श्री राजेश पायलट) : (क) से (ग) चूंकि मदनगीर और महरौली-बदरपुर रोड के बीच दक्षिणपुरी के पास वाली सड़क का भाग सीवर लाइन डालने के लिए खोद दिया गया था और यह अभी भी बस चलने योग्य नहीं है, इसलिए, रूट सं. 412, 423, 426, 512, 680, और आर एल-15 को अस्थायी तौर पर डा. अम्बेडकर मार्ग होकर डायवर्ट कर दिया गया है। ज्यों ही सड़क की पूरी मरम्मत कर दी जाएगी, त्यों ही डायवर्टेड सेवाएं मूल रूट पर बहाल कर दी जाएंगी ;

Posting of Doctors in the CGHS Dispensary, Gurgaon

1195. SHRI RAFIQUE ALAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to State:

(a) whether it is a fact that only one male doctor is posted at the Central Government Health Scheme Ayurvedic Dispensary No. 73 located at Civil Lines, Gurgaon while the number of beneficiaries attending the dispensary daily is in hundreds;

(b) whether keeping in view the large number of beneficiaries attending the dispensary daily, Government propose to provide additional doctors in that dispensary; and

(c) if so. by when doctors are likely to be posted?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMARO: (a) to (c). Yes, Sir. Action to fill the vacant post of Ayurvedic Physician is in progress.

Internal rate of return of Bhatinda-Fazilka line

1196. SHRI F. M. KHAN : Will the Minister of TRANSPORT be pleased to state:

(a) what is the internal rate of return (IRR) in relation to railway pro jects, the manner in which it is determined and what likely internal

ra';e of return was made out in the final location engineering cum traffic survey for conversion of Bhatinda-Kotkapura Fazilka metre gauge line;

(b) what is the present resource cost of transport on this metre gauge railway line and what is the likey resource cost of transportation in the eventual! ;y of its being converted to broad gauge, as made out in the said survey;

(c) what will be the resultant saving of rail-journey between Fazilka and Delhi, in Kilometres, by conversion of metre gauge line be;ween Fazilka and Kotkapura to broad gauge; and

(d> whether it is a fact that this conversion is also likely to provide direct rail link betwen Fazilka and . De'^hi, besides being strategic from defence angle, in view of Fazilka being a border area?

THE MINISTER OF STATE IN THE DEPARTMENT OF BAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Net annual gain expected to be realised as a resut of the proposed investment in a projec. after meeting the working expenses and depreciation, when expressed as a percentage on the total capital cost of the project is the Rate of Return of the project. As per the Final Location Engineering-Cum-Trafflc Survey for conversion of Bha ;inda-Kotkapura-Fazilka MG line is concerned,, the rate of return under DCF technique has been worked out as 3.46 per cent.

(b) The working cost of this MG section has not been maintained separately. However, for working out the operation profitability of the project, the cost of haulage of MG system of Northern Railway as per Unit Cos: has been applied. As per 1982-83 unit cost data, the cost of haulage of goods wagon/vehicle per Km. per MG & BG are as under (In paisa): —

	MG	BG
Goods	178.84	129.77
Passenger	201.92	217.45

I (c) This route is 55 Kms less than the existing all BG route via Firozpur. Even at presen;, it is possible to travel via shorter route with change of trains at Kotkapura.

(d) Fazilka is, served and is connected to Delhi by BG line via Firozpur. This proposal has not been considered as a strategic line.

Operational life of Railway lines

1197. SHRI F. M. KHAN : Will the Minister of TRANSPORT be pleased to state:

(a) what is the operational life of metre gauge, broad gauge and narrow gauge railway tracks;

<b) whether the railway tracks are repUced after expiry of the said period; and

(c) the year in which the Fazilka-Bhatinda railway track was laid and when i; is due for replacement?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Life of railway tracks depends onr track structure alignment characteris tics and traffic density.

(b) Tracks are renewed as and when required on condition basis subject to availability of resources.

(c) The rails on this section vary from 50 ib to 75 lb laid from 1908 to 1969. The sleepers are wooden,, steel through and east iron, etc. and the year of laying varies from 1960 to 1976. Taking inio consideration the traffic, condition of track and comparative needs of various sections, renewal of 6 kms. of track was found necessary and the same is targetted for completion in 1986-87.

IrrcBularities in the Inland Container in Delhi

1198. SHRI PARVATHANENI UP ENDRA ; Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that there are large scale irregularities going on